

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. DURBIN (for himself, Mr. ROCKEFELLER, Mr. BYRD, Mr. HOLLINGS, Mr. SPECTER, and Ms. MIKULSKI):

S. 979. A bill to amend United States trade laws to address more effectively import crises, and for other purposes; to the Committee on Finance.

By Mr. FITZGERALD (for himself and Mr. DORGAN):

S. 980. A bill to provide for the improvement of the safety of child restraints in passenger motor vehicles, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. ROCKEFELLER:

S. 981. A bill to provide emergency assistance for families receiving assistance under part A of title IV of the Social Security Act and low-income working families; to the Committee on Finance.

ADDITIONAL COSPONSORS

S. 530

At the request of Mr. GRASSLEY, the name of the Senator from Massachusetts (Mr. KERRY) was added as a cosponsor of S. 530, a bill to amend the Internal Revenue Code of 1986 to provide a 5-year extension of the credit for producing electricity from wind.

S. 749

At the request of Mr. FITZGERALD, the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of S. 749, a bill to provide that no Federal income tax shall be imposed on amounts received by victims of the Nazi regime or their heirs or estates, and for other purposes.

S. 756

At the request of Mr. GRASSLEY, the names of the Senator from Maryland (Mr. SARBANES) and the Senator from Maryland (Ms. MIKULSKI) were added as cosponsors of S. 756, a bill to amend the Internal Revenue Code of 1986 to extend and modify the credit for electricity produced from biomass, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. ROCKEFELLER:

S. 981. A bill to provide emergency assistance for families receiving assistance under part A of title IV of the Social Security Act and low-income working families; to the Committee on Finance.

Mr. ROCKEFELLER. Mr. President, we all know the cost of gasoline has been increasing very dramatically and the people of my State, a very rural State, have to travel very long distances. There is little public transportation in rural counties, and as a result they have to use their cars and have to, therefore, buy a lot of gas.

Today I am introducing legislation to give temporary help to those who need

it most, particularly low-income families, workers, seniors, and, frankly, students who have to drive long distances each day to get to their work, their school, and to critical health care.

In West Virginia prices of gas have gone up, as they have everywhere. In the North and South they have gone up by a great deal. People suffer because of that. I know high prices affect everyone when it comes to gas, but they do hit lower income people in the most painful way. When you are already struggling to pay the cost of housing and the cost of education or whatever it might be, the cost of gas aggregated over a period of time becomes a very painful item. As I indicated, if you are in a rural area, your problem is much worse because there is not public transportation. This is a very crucial fact. It means you have to use your automobile. It means you have to buy the gas to put in the automobile.

I support the development of long-term energy policies and hope we will do that in a wise way. But for those who pay their living expenses day to day, that will not come soon enough. Therefore, my bill is a simple one. It is a temporary approach to what I believe is already, in fact, something of an emergency.

The bill is modeled on the successful Low-Income Home Energy Assistance Program, LIHEAP, which helps working families and seniors cope with home heating costs. The proposal which I call LIGAP—not out of my poetic sense but simply because it stands for Low-Income Gasoline Assistance Program—would give grants to States for an emergency assistance program for people who must drive 30 miles a day or an average of 150 miles a week for work, for education related to work, or scheduled routine health care.

This new program will have similar income eligibility guidelines as the LIHEAP program. Therefore, it will not be difficult to administer. It is triggered when a State's average gasoline price hits the unmanageable current level. It is also triggered off when gas prices decline. Every eligible person or family will get a monthly stipend of \$25 to \$75 to help cover the high cost of gasoline.

This legislation encourages States to use their block grant funding to help welfare recipients pay for transportation costs, necessary for people getting off welfare to get to work. Some States, including West Virginia, are already using welfare reform moneys as part of their welfare-to-work initiatives to help with transportation costs. I think that is a very important thing for States to do. I am proud of my State's initiative, and I am proud of their approach to welfare reform.

There obviously are not any magic bullets in bringing some sanity back to gasoline pricing, but this bill is designed to offer at least much-needed relief to West Virginians and other Americans who simply cannot make

ends meet while we are in the throes of high gasoline costs. I think it is a sensible bill, and I hope at the appropriate time it will get favorable consideration.

By Mr. DURBIN (for himself, Mr. ROCKEFELLER, Mr. BYRD, Mr. HOLLINGS, Mr. SPECTER, and Ms. MIKULSKI):

S. 979. A bill to amend United States trade laws to address more effectively import crises, and for other purposes; to the Committee on Finance.

Mr. DURBIN. Mr. President, I rise today to introduce bipartisan legislation known as the Fair Trade Law Reform Act of 2001 with my colleagues Senators ROCKEFELLER, BYRD, HOLLINGS, SPECTER, and MIKULSKI. This legislation will change for the better the way we trade with our global trading partners.

We talked a lot about trade in the last Congress. We voted to extend Permanent Normal Trade Relations status to China. We debated and passed the Africa Growth and Opportunities Act. Now, we have a new administration asking for Trade Promotion Authority and bilateral trade agreements with Jordan and Vietnam.

Today, we have just passed the President's tax bill. As far as I am concerned, the Congress and more specifically the Senate Committee on Finance should now turn its attention to the important matter of trade between our country and our global trading partners around the world. We need to have a discussion about what we are doing to make sure our manufacturers, our steel makers, our textile workers and our farmers are able to compete on a level playing field.

One industry, in particular, has been facing a deluge of imports from some 30 nations. The U.S. steel industry has for the last 4 years been battered by imports from foreign countries. We know from prior unfair trade cases that much of it is being dumped on our shores, and subsidized by foreign governments, at prices that are at historic lows. And we are talking about blatant subsidization. Look at the Korean government's relation to Hanbo and Posco. To this date, they have not fully divested their government role in those two steelmaking entities.

Many of the same nations who have been exporting steel to the U.S., have erected import restraints in their own countries or have filed dumping cases to keep this deluge from their own shores. The U.S. has become the export market of first and last resort for the whole world.

Some of these same nations throughout Europe and Asia, who erected trade barriers to this onslaught because of the harm it threatened over there, are arguing that our industry is not similarly threatened, or that our law doesn't permit us to take remedial action, even temporarily. Some argue that the industry has not been sufficiently harmed by this situation. Not